THE HANGAR PILOT

25TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

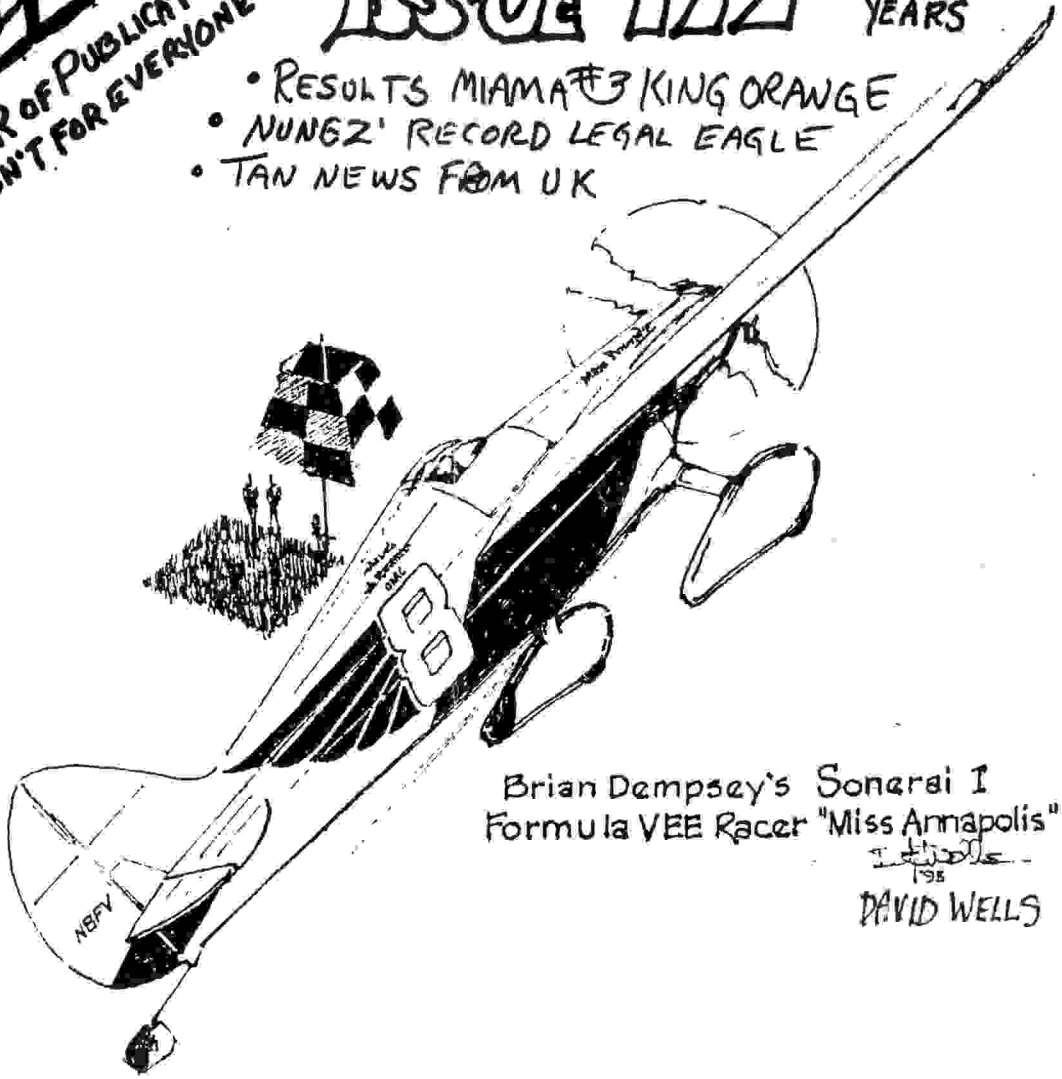
MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

MIAMA

SILVER ANNIVERSARY ISSUE 127

25 YEARS

- RESULTS MIAMA #3 KING ORANGE
- NUNEZ' RECORD LEGAL EAGLE
- TAN NEWS FROM UK



Brian Dempsey's Sonerai I
Formula VEE Racer "Miss Annapolis"

DAVID WELLS

NEXT MEET: PISTACHIO INTER GNATS YOUTH FAIR JAN 13-14
JAN 28 - TAMIAMI PARK FAC OUTDOOR RUBBER SCALE



TWENTY FIVE YEARS!!

LIKE A LETTER FROM HOME - Whelan

THE HANGER PILOT

The Hanger Pilot, edited by John Martin Jr., who is solely responsible for its content, is published 8 or 9 times a season for bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association) - AMA club 3624 One of two active all indoor free flight clubs in AMA. For a mere $12.50 you will receive all of the published issues that year. We encourage reader contributions because, frankly, we need the material. Letters, plans,]-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

MIAMA SECRETARY-SIDNEY GILBERT FIELD MARSHAL BILL CRIES FLYING ACES SOON. NUMBER 11 - FAC

THE MIAMA DELTA-KING ORANGE MEET

Each year the Delta Airline meet brings out the best in our hangar pilots. Five new records were set this year including a tie between Walt Van Gorder and Dick Obarski in Mini-Stick, and a new national AMA cat. 111 in Ornithopter by Roy White who broke Frank Kieser's old record. Bob Eberle (He sure looks young for a guy who used to be a vocalist with Tommy Dorsey) was down from Philly. He edits FIELD AND SLIPSTREAM for the SOTS- a FAC squadron, and fies indoor so well he set a new state record in limited Penny. CD Rich MacEntee was kept busy filling out record applications...so busy he didn't have enough time to trim out his great new fleet(3 Coconuts) of models. John Barker had to build a new Dime Scale because his Curtiss Robin won the first two meets. With a best flight of 1:53 he won dime scale again with a Comet Rearwin Speedster. John Leblanc made a rare appearence with his wife, Bibi,son, and mother-in-law. He had a ROG cabin built from a 1935 Zaic Yearbook, and Bibi had a vintage penny plane..Linstrum's "2 Cents Plain". As usual the Coconut Mass Launch was very exciting with VTO's Zippy hitting the roof and yielding to Choate's Found. Ric's new FAC Caudron racer gets my vote for "Scale model of the meet" What a beauty!. Next time you go flying, give Delta Airlines your first consideration..they were genial hosts.

YES, THERE IS A LOCAL SCENE!

Coming up right NOW we have the Inter-Gnats. Bring your pistachio to the Youth Fair..S.W.112th Av. and Coral Way, or just come out and watch. JAN 13,14

Next is a trim session at Miami-Dade South college on Jan. 20 from 8 to 4. Lets,PLEASE, see a good turn out. We also fly at the college on Feb 17

How about seeing a few pilots on JAN. 28 early from 7AM until it gets too windy. Bring your FAC WW II and Modern Age for mass launch on the Youth Fair parking grounds. ARE YOU LOOKING FOR A SITE?? Let's hear from you. Mike Arak found a site at Emory-Riddle College, but it's many hours from Miami.

NEXT MEET - MIAMA #4 MACDILL FEB 3,4

4.Sidney Gilbert	Hornet	6:20
5.Don Brimmer	Hornet	5:21
6. Walt Schlesinger	Hornet	1:47

FLYING ACES EMBRYO

1.John Barker	Sw Swordfish	9:28
2.Wayne Trivin	Yellow Bird	8:26
3.Carl Hedley	Tubular	6:26

DELTA KING ORANGE. MIAMA MEET 3 CD RICH MACENTEE DEC 30,31 (2)

AMA PEANUT SCALE

1.Wayne Trivin	14 Bis	105	1:11	1:32	186.5 Retired,
2.Sidney Gilbert Lacey		86.2	1:48	1:45	172.4 2 wins
3.Newt Bollinger Cougar		84	1:42	1:37	168
4.Don Brimmer Ansaldo		85	:38	:452	130
5.W.Schlesinger Fike		84	:48	1:42	125
6.Doc Martin Goldwing		82	:20.4	:54	119

AMA EASY B

1.Dick Obarski 20:08 NEW FLA. RECORD
2.Roy White 17:33
3.John Barker 15:59
4.Walt VanGorder 15:32
5.Charles Nelson :23.4

FLYING ACES SCALE

1.Doc Martin Beardmore	81	:58	139
2. Don Brimmer Ford T-AT	54	1[34 (76)	130
3.Ric Choate Caudron	67	57.2	124
4.Sidney Gilbert Lacey	41	1:38 (77)	118
5.W.Schlesinger Porter	56	:49	105

AMA PENNY PLANE

1.Walt Van Gorder 13:09 NEW FLORIDA STATE RECORD
2.Dick Obarski 11:18

AMA LIMITED PENNY

1.Bob Eberle 12:26 NEW FLORIDA STATE RECORD
2.Walt Van Gorder 12:14
3.John Barker 10:24
4.Dick Obarski 9:18
5. Bibi LeBlanc 5:56

MIAMI PISTACHIO SCALE

1.Doc Martin Quetzalcoatl	1	1:04	1:08	3	4
2.Sidney Gilbert Fike	3	1:12	1:14	1	4
3.Ric Choate Lacey	3	1:06	1:08	2	5
4.X Doc Martin Goldwing	3	1:14	:58	3	6
4.Don Brimmer Citabria	1	:33	:48	5	6
5.Walt Schlesinger Cougar	3	:33	:39	6	9

Don Brimmer Jodel 1,Dave Linstrum BFW M20 1

PISTACHIO MODEL OF A MODEL--All Pussy Cats!!

1.Don Brimmer 2:03 1:40 Retired with Fla.
2Dave Linstrum 1:28 1:29 State Record 2:10
3.Charlie Johnson 1:25 1:10
4.Sidney Gilbert 1:15 1:12
5.Walt Schlesinger :14

MASS LAUNCH EVENTS

PEANUT MASS LAUNCH

1.Sidney Gilbert
2.Newt Bolinger
3.Doc Martin
4.Ric Choate
5.Steve Borona
6.Dave Linstrum
7. Carl Hedley
8.Walt Schlesinger
9.Charles Nelson

NEW FLA. RECORD

MINI-STICK EVENT

1.W.Van Gorder 10;05
Tie For First
1.Dick Obarski 10:05
NEW STATE RECORD
3.Bob Eberle 8:24
4.John Barker 6:56
5.Chas. Johnson 6:35
6.Roy White 5:45

COCONUT MASS LAUNCH

1.Ric Choate
2. Dave Linstrum
3. Doc Martin
4. Rich MacEntee
5.Walt Schlesinger

FAC WW 11 Mass LAUNCH

1.Doc Martin
2.Walt Schlesinger
3.Dave Linstrum

MIAMA COCONUT SCALE

1.Ric Choate Found 2:15.5
2.Dave Linstrum Zippy 1:49
3.Rich MacEntee Found 1:06
4.Doc Martin Beardmore :52
5.Walt Schlesinger MiniMax :33

AMA CATAPULT GLIDER

1.Wayne Trivin	:47	:38
2.Don Brimmer	:31	:35
3. Carl Hedley	:26	:27
4. Charles Nelson	:21	:27

MIAMA LEGAL EAGLE

1.Newt Bollinger Lite Bronco	9:18
2.John Barker Scimitar LE	9:12
3.Wayne Trivin	8:20
4.Sidney Gilbert Bronco	7:11
5.Don Brimmer Paper Chase	6:40
6.Carl Hedley Paper Chase	6:19
7. Dave Linstrum Legal Limit	5:56
9.W. Schlesinger Retlaw	1:17
10C. Nelson White Bronco	1:13
8 .Rich MacEntee	1:55

AMA BOSTONIAN Charisma

1.John Barker	Romulus	.03	466.5
2.Wayne Trivin	Living colors	.05	437.8
3.Sidney Gilbert	7 Sq.	..05	293.0
4.Carl Hedley	7 Up	.05	191.1
5.Don Brimmer	Ugly	.05	170.1
6.Newt Bollinger	Orange Crate	.05	1:21.8
7.W, Schlesinger	Ugly	.05	191.1

FLYING ACES NO-CAL SCALE

1.Dick Obarski	Lacey	3:58
2.Wayne Trivin	Farman	3:18
3.Sidney Gilbert	Piper Cub	2:36
4.Newt Bollinger	Lacey	2:24
5.Carl Hedley	Zero	2:12
6.Charlie Johnson	Avi	1:20
7.Don Brimmer	MO-1	1:06

MIAMA DIME SCALE

1.John Barker	Comet Rearwin	5:15
2.Doc Martin	Comet German Arado	4:38
3.Dick Obarski	Comet Curtiss Rob.	4:23
4.Sidney Gilbert	" " "	4:07
5.Don Brimmer	Stinson 105	3:32
6.Ric Choate	Curtiss Robin	3:21
7.Carl Hedley	" "	3:05
8.W.Schlesinger	Megow Nieuport	2:38
9.Dave Linstrum	Megow Puss Moth	2:29

(3)

The INSIDERS (Born Again)

by Dave "UTO" Linstrum Bi-monthly in HP

(114b)

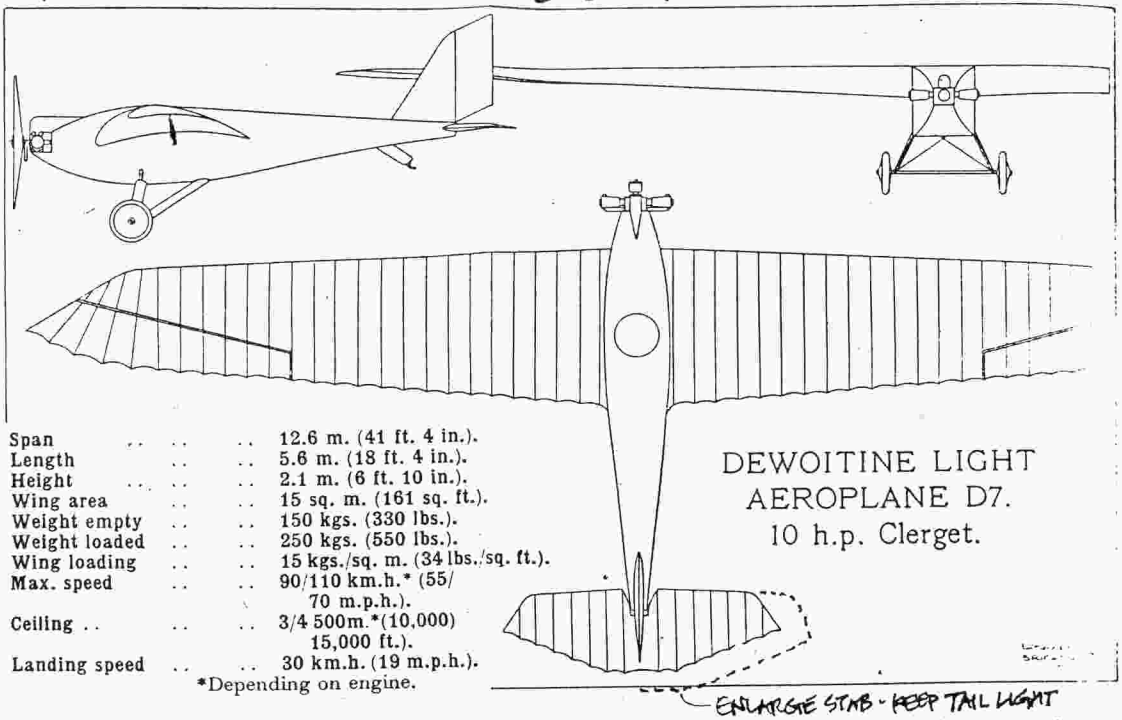
FRANCE.

DEWOITINE—*continued.*

A PLANE WORTH MODELLING CO_2

6" OAL PISTACHIO OR 9" OAL PNUT

JANES 1922



Span	12.6 m. (41 ft. 4 in.).
Length	5.6 m. (18 ft. 4 in.).
Height	2.1 m. (6 ft. 10 in.).
Wing area	15 sq. m. (161 sq. ft.).
Weight empty	150 kgs. (330 lbs.).
Weight loaded	250 kgs. (550 lbs.).
Wing loading	15 kgs./sq. m. (34 lbs./sq. ft.).
Max. speed	90/110 km.h.* (55/70 m.p.h.).
Ceiling	3/4 500m.*(10,000) 15,000 ft.).
Landing speed	30 km.h. (19 m.p.h.).

*Depending on engine.

DEWOITINE LIGHT AEROPLANE D7.
10 h.p. Clerget.

ENLARGE STAB - KEEP TAIL LIGHT

MAKES ≈ 14" PISTACHIO ≈ 21" PEANUT SCALE

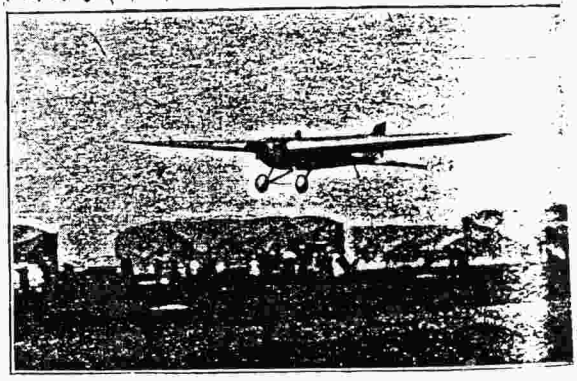
THE DEWOITINE LIGHT AEROPLANE D.7.

Derived from the very successful Dewoitine glider, this light aeroplane, flown by Barbot, has given excellent results. It is a thick wing cantilever monoplane with the wing on top of the fuselage.

The wing section is of the Joukowski type and the wing tapers both in chord and in camber from roots to tip. The spars are three-ply and ash boxes, and the ribs of spruce and pine. The wings are readily demountable from the fuselage and may be stowed alongside the fuselage for transport.

The fuselage has ash longerons, with three-ply bulkheads, and is plywood covered. The section is rectangular. The tail consists of fin and rudder and of a totally movable tail plane, partly balanced. These surfaces are framed in duralumin tubes.

A V undercarriage of duralumin tubes is fitted. The machine may be fitted with any suitable engine of 750 to 1,500 c.c. cylinder capacity, a 16 h.p. 2-cylinder Clerget, a 4-cylinder double opposed Vaslin, or the 4-cylinder Sergant having been used.



The Dewoitine Light Aeroplane.

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(4)

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Tan Two Tests

John Taylor

FROM ENGLAND'S NORWIND NEWS

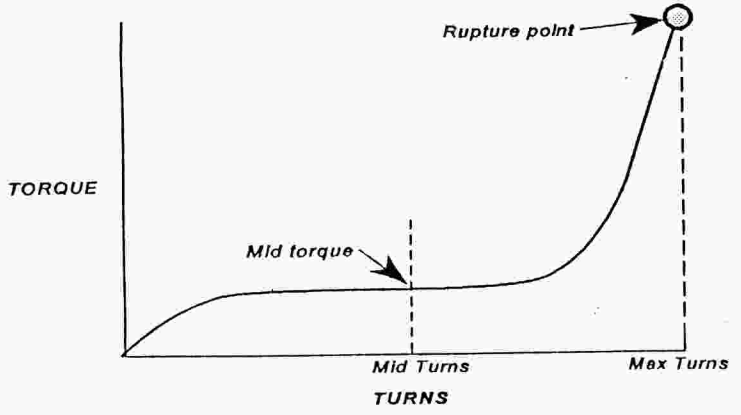
INTRODUCTION

About two years ago Tan II rubber appeared on the market and was hailed as being superior to the previously available Tan I. Compared with earlier rubbers Tan II has much greater 'stretchability'. Tan I stretches about 8 times the unstretched length before rupture whereas Tan II stretches about 10 times. This ,means that a rubber motor of given dimensions made up in Tan II accepts more turns than a corresponding motor in Tan I. However the potential energy available from a wound motor depends also on the torque it delivers and since Tan II offers a lower torque output than Tan I it is not immediately obvious that it is superior in terms of potential energy. In the event it soon became obvious that if the Tan II motor is increased in cross section so that it matches the torque output of the Tan I motor it is still able to accept more turns.

However the situation became complicated because the so called Tan II rubber started to appear in various colours. At one extreme is a pale KHAKI colour while at the other is a pale, warm CREAM colour. The CREAM colour rubber appears to be slightly harder than the KHAKI and seems to offer greater torque.

In order to assess these differences a series of tests motors, of different cross section, have been made up from samples of two colours of Tan II and compared with Tan I.

TEST METHOD AND RESULTS



The above figure shows a typical Torque / Turns characteristic for an unwinding motor and defines the points used in the Richmond Figure of Merit.

Jim Richmond of the USA assesses the quality of different rubber samples by comparing a figure of merit which is:

MAXIMUM TURNS PER UNIT MASS OF MOTOR X TORQUE AT HALF TURNS

The data from the test motors has been plotted, curves fitted and the following formulae have been evolved:-

(5)

$$MAX\ TURNS(TAN\ I) = \frac{3100 \times MOTOR\ WEIGHT\ grams}{(RUBBER\ STRIP\ grams\ per\ metre)^{3/2}}$$

$$MAX\ TURNS(TAN\ II\ cream) = \frac{3900 \times MOTOR\ WEIGHT\ grams}{(RUBBER\ STRIP\ grams\ per\ metre)^{3/2}}$$

$$MAX\ TURNS(TAN\ II\ khaki) = \frac{4200 \times MOTOR\ WEIGHT\ grams}{(RUBBER\ STRIP\ grams\ per\ metre)^{3/2}}$$

$$MID\ TORQUE(TAN\ I) = 4.4(RUBBER\ STRIP\ grams\ per\ metre)^{3/2}\ \ g.cm$$

$$MID\ TORQUE(TAN\ II\ cream) = 3.9(RUBBER\ STRIP\ grams\ per\ metre)^{3/2}\ \ g.cm$$

$$MID\ TORQUE(TAN\ II\ khaki) = 3.55(RUBBER\ STRIP\ grams\ per\ metre)^{3/2}\ \ g.cm$$

The maximum turns in the formulae above are taken as absolute maxima since there is a 20% probability of rupture. A safer approach is to wind to a maximum torque level of 4 x mid torque figures calculated from the above.

The characteristics of rubber vary from batch to batch and with ambient temperature. Therefore the data given only represent the mean values of the particular samples tested at 65° F. Nevertheless it is felt they represent a basis for comparing the different rubber types.

Some club members may prefer to use the above data in graphical form and these are presented overleaf. It is known that some members use rubber strip width as a basis for assessing turns and torque. In this case variations in rubber thickness introduce a further inaccuracy in what is already a very inaccurate process. It is strongly recommended that calculations of rubber characteristics are based on weight rather than dimensions.

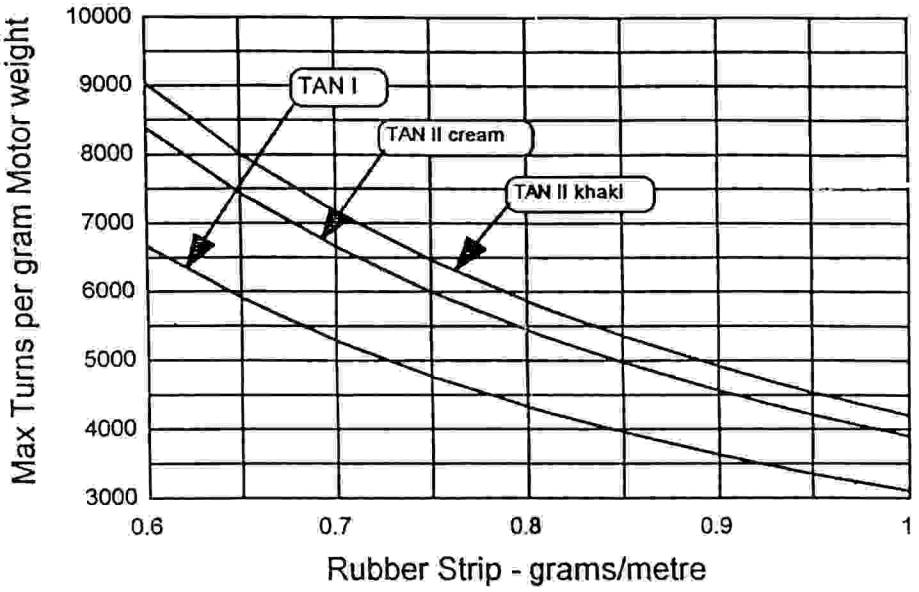
FIGURES OF MERIT

The Jim Richmond Figures of Merit have been calculated for the various rubber types as below:-

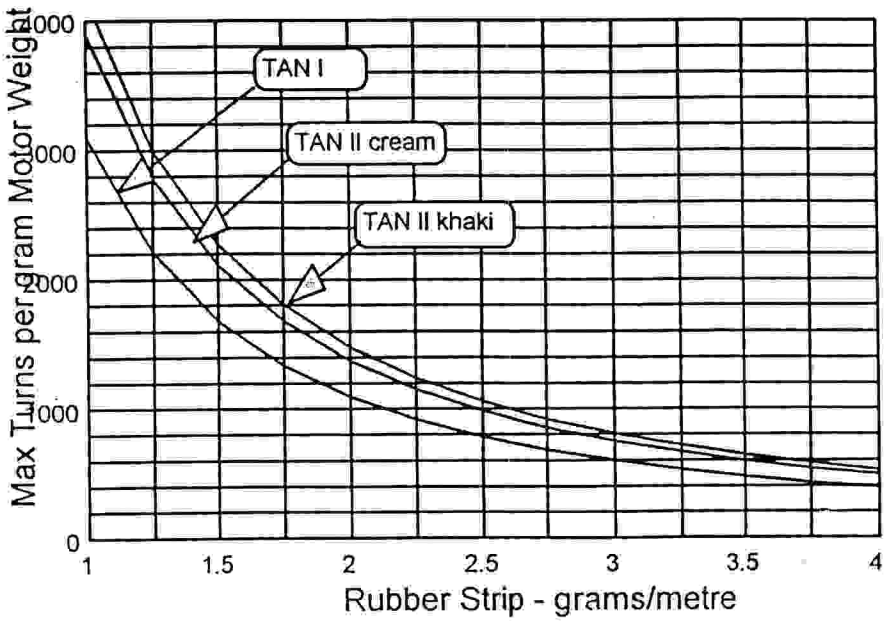
	Tan I	Tan II CREAM	Tan II KHAKI
Figure of merit	3100 x 4.4 = 13640	3900 x 3.9 = 15210	4200 x 3.55 = 14910

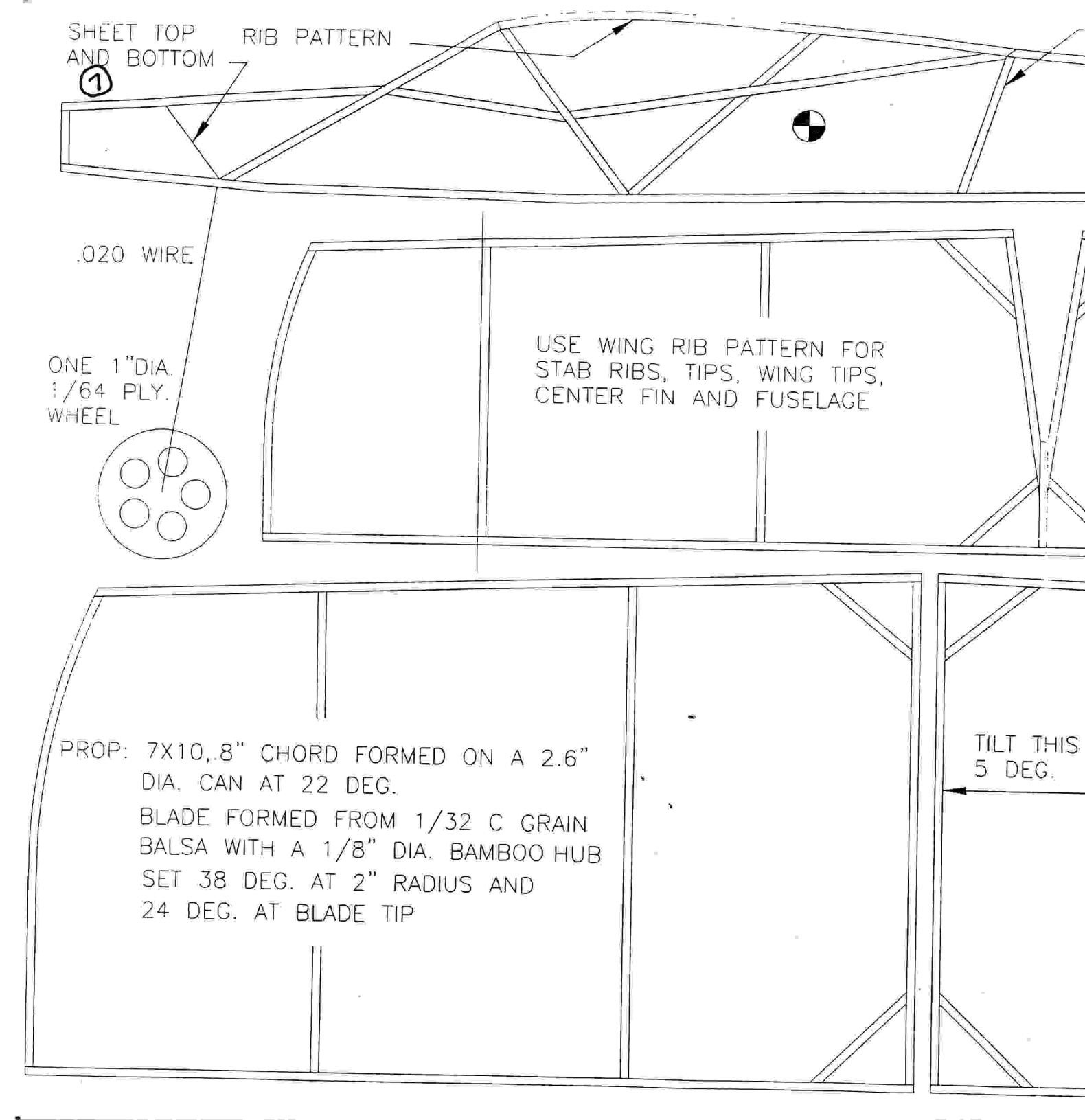
These figures suggest that Tan II CREAM is some 2% better than Tan II KHAKI by virtue of its higher torque output. However the difference probably falls within the level of experimental scatter. In any case, as stated earlier, the so called Tan II has appeared in a range of colours and therefore these results can only be seen as examples of the variability that exists. A full integration of the energy output would be required covering a much larger test sample before a categoric statement can be made on the relative merits. However it can be said with some confidence that Tan II rubber of any type is of the order of 10% better than Tan I in terms of energy output.

TURNS CHART for THIN MOTORS



TURNS CHART for THICK MOTORS

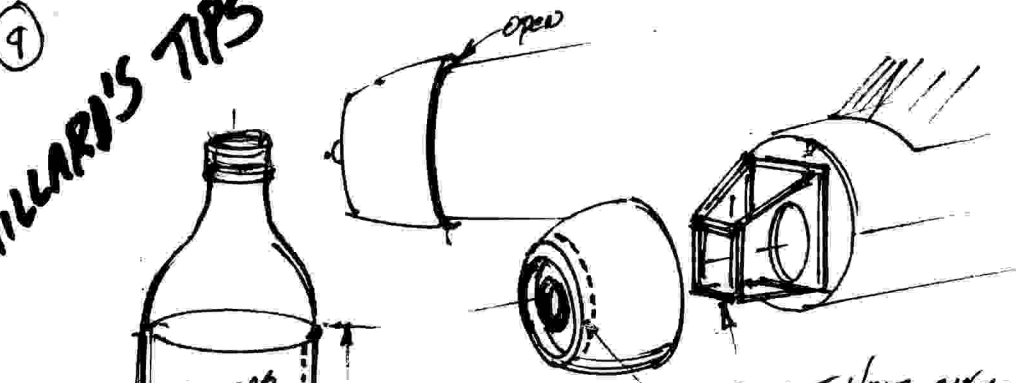



SHEET TOP AND BOTTOM (1)
RIB PATTERN
.020 WIRE
ONE 1"DIA. 1/64 PLY. WHEEL
USE WING RIB PATTERN FOR STAB RIBS, TIPS, WING TIPS, CENTER FIN AND FUSELAGE
PROP: 7X10,.8" CHORD FORMED ON A 2.6" DIA. CAN AT 22 DEG.
BLADE FORMED FROM 1/32 C GRAIN BALSA WITH A 1/8" DIA. BAMBOO HUB SET 38 DEG. AT 2" RADIUS AND 24 DEG. AT BLADE TIP
TILT THIS 5 DEG.


FROM HERE FORWARD WIDTH IS 1.5"
APROX. STAB LOCATION
FLY RIGHT, USE 1/16"RIGHT
THRUST NO DOWN ALL FLYING
SURFACES STRAIGHT.
MOTOR IS A 30" LOOP OF .080"
WITH APROX. 3,500 TURNS FOR
A 6 GRAM PLANE.
APROX FLIGHT TIME IS 4 TO 5 MIN.
TIP TURNED
UP 90 DEG.
FOR RUDDERS
TILT THIS RIB IN
5 DEG.
ALIBI
LEGAL
EAGLE
by G. Nunez
Sept. 95
A MIAMA PLAN
TILT TIP RIB
OUT 45 DEG.
FLA. STATE
RECORD HOLDER
10/14/95
11:41

(9)

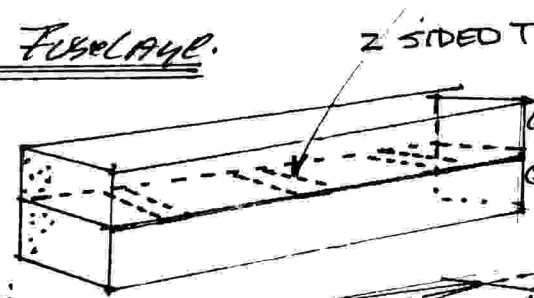
MILLARD'S TIPS



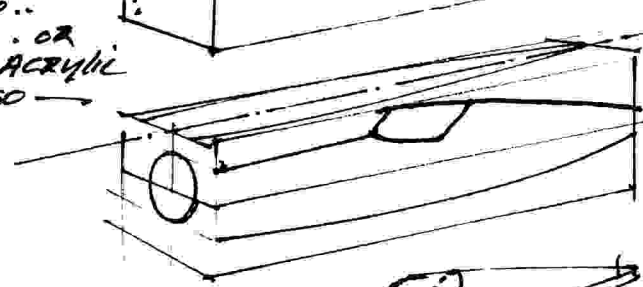
Peanut Cowling

Most of lettering may be sanded off while still on bottle. Paint later w/ Acrylic Paints!

Hollow Syro Fuselage.

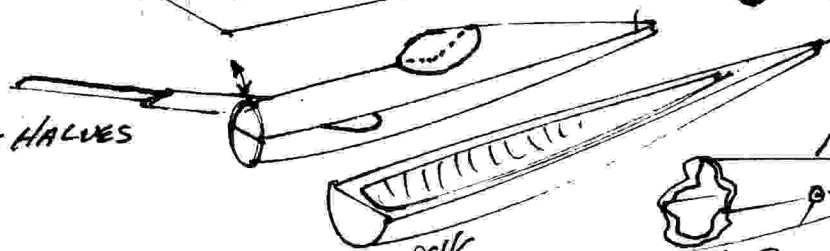


"Finishing" cover w/ Cloth. Paper White glue 50%.. Dope later.... or Paint & Sand Acrylic Paint... Gesso



Tool for Hollowing.





Have fun Millard Wells

AMA Indoor Nationals/United States Indoor Championships - 1996 Johnson City, TN

	7:30	10:00	12:00	2:00	3:00	5:00	7:00	10:00
Wednesday 29 May, 1996 Practice Day	IHLG Std Cat Gld Unl Cat Gld Unl Rbr Spd	All Scale events FAC & AMA plus No-Cal	P'Plane Unl P'Plane Manhattan Autogyro	P-24 Mass launch *	Mini-Stick Ornithopter Helicopter	Int Stick ROG Stick EZB Pro - 20	F1D HL Stick 35 cm Cabin ROG	

	7:30	11:30	2:30	3:30	6:00	10:00
Thursday 30 May, 1996	Hand launched Glider Standard Catapult Glider Unlimited Cat. Glider Unlim. Rubber Speed *	Intermediate Stick Helicopter Ornithopter Stick ROG	No launch **	Intermediate Stick Helicopter Ornithopter Stick ROG	F1D Hand launched Stick Pro - 20 * Autogyro Cabin ROG	

	7:30	11:30	2:30	3:30	5:15	6:30
Friday 31 May, 1996	FAC Scale * Bostonian Pistachio * High Wing Monoplane *	Pennyplane Manhattan Bostonian mass launch at 11:30 *	No launch **	Pennyplane Manhattan		Banquet

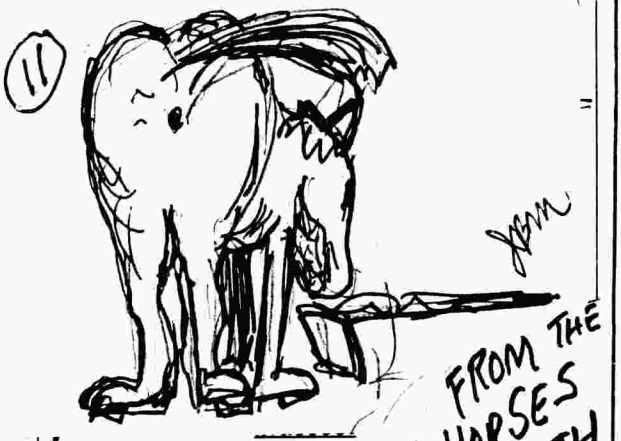
	7:30	11:30	2:30	3:30	6:00	10:00
Saturday 1 June, 1996	Golden Age * Coconut Scale * No-Cal Scale * Peanut Scale F.R.O.G. *	Limited Pennyplane Coconut mass launch at 11:30 *	No launch **	Limited Pennyplane	F1D Hand launched Stick Pro - 20 * 35 cm *	

	7:00	10:30	11:30	2:00	2:30	4:00	6:00
Sunday 2 June, 1996	Mini-Stick; Kit plan Scale AMA Scale Mini-Stick mass launch at 10:45		EZB	No launch **	EZB	Clean-up. . Building must be cleared by 6:00 pm!!!	

* Non - AMA events ** Retrieval starts with the last plane down.

PLAN NOW FOR THE BIGGIE! ☺

AMA MUSIC MTS



LAWYERS AND LIGHTPLANES

We airplane lovers fondly remember a number of civil aviation airplane manufacturers—Aeronca, Beechcraft, Cessna, Culver, Luscombe, Piper, and Taylorcraft, to name just a few famous ones. A lot of us learned to fly in one or more of these planes. Sadly, all of these companies and the others who built private planes are either completely out of business or in the throes of bankruptcy. And there are no new companies to replace them. What happened? Don't people want to fly for recreation and private travel anymore? Yes. Is everyone too poor to fly for fun these days? No. But neither of these is the problem; our legal system is the problem.

Emmet Kraus, senior program manager at Cessna, stated the problem very well in an article in the September 1994 issue of *Kitplanes* magazine. I quote in part: "The only facet of light general aviation which is growing is the kit industry, which thrives primarily because it is a cottage industry that can profit without fear of lawsuit. Once a company becomes profitable enough to support the economies of scale necessary to provide affordable certified aircraft, it is then large enough to be a worthwhile target for the 16 plaintiff's law firms nationwide that do most of the aviation-related tort litigation." Kraus closed by urging people to support H.R. bill 3087—The General Aviation Revitalization Act—which aims to limit manufacturer liability.

Still on the subject of airplanes and lawsuits, I quote myself from my book, *Crackpot or Genius, A Complete Guide to the Uncommon Art of Inventing:*

"In this age of legal suits for all kinds of damages, the possibility of suits against inventors is of concern. From my career in engineering management at the Boeing Company, I know that every time an airplane goes down for any reason, lawsuits spring up like wildfire. Attorneys contact the survivors and the relatives of the deceased and encourage their participation in class-action suits.

"The airplane company is sued, and the engine company, the instrumentation companies, the air traffic control authority, the FCC, the FAA, perhaps the U.S. Weather Bureau, and any other organization which has money and might somehow be connected with the crash. These suits go on for years and large corporations lose many millions of dollars from them. The net result is that the attorneys get rich and most of us get poorer through higher airline fares."

I'm sure you have read about the many doctors and dentists who are leaving their practices because of the cost of malpractice insurance. It is one of the major factors in high health-care costs.

The following quotation expresses my concerns very well: "A small company in Virginia that made driving aids for handicapped people went out of business because it couldn't afford the liability insurance. Too risky. Hardly anyone makes gymnastics or hockey equipment anymore. Too risky. We've virtually stopped making light aircraft in this country; the biggest cost is the product liability. Too risky. One day, we're going to wake up and say, 'The hell with it—competing is just too risky!' Why even try to build a better mousetrap? Let somebody else do it—and then sue him."
— from a speech by Lee Iacocca. ***MB***

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Diary of a Mad Shoveller, or, 30 Days to a Nervous Breakdown

FROM DAN O'GRADY

Dec. 8th.

6:00 pm. It started to snow. The first snow of the season and the wife and I took our cocktails and sat for hours by the window watching huge, soft flakes drift down from the heavens. It looked like a Grandma Moses print. So romantic - we felt like newlyweds again. I love snow.

SAM 86 SPEAKS

Dec. 9th

We awoke to a big beautiful blanket of crystal white snow covering every inch of the landscape. What a fantastic sight! Can there be a more lovely place in the whole world? Moving here was the best idea I've ever had. Shovelled for the first time in years and felt like a boy again. Did both our driveway and the sidewalks. This afternoon the snowplow came along and covered up the sidewalks and closed in the driveway, so got to shovel again. What a perfect life!

Dec. 12th

The sun has melted all the lovely snow. Such a disappointment. My neighbour tells me not to worry, we'll definitely have a white Christmas. No snow on Christmas would be awful! Bob says we'll have so much snow by the end of the winter I'll never want to see snow again. I don't think that's possible. Bob is such a nice man - I'm glad he's our neighbour.

Dec. 14th

Snow, lovely snow!! Eight inches last night. The temperature dropped to -20°. The cold makes everything sparkle so. The wind took my breath away, but I warmed up shovelling the driveway and sidewalks. This is the life! The snowplow came back this afternoon and buried everything again, I didn't realize I would have to do quite this much shovelling, but I'll certainly get back in shape this way. Wish I wouldn't huff and puff so.

Dec. 15th

20 inches forecast. Sold my van and bought a 4x4 Blazer. Bought snow tires for the wife's car and two extra shovels. Stocked the freezer. The wife wants a woodstove in case the electricity goes out. I think that's silly - we aren't in Alaska, after all.

Dec. 16th

Ice storm this morning. Fell on my ass on the ice in the driveway putting down salt. Hurt like hell. The wife laughed for an hour, which I think was very cruel.

Dec.17th

Still way below freezing. Roads are too icy to go anywhere. Electricity was off for 5 hours. Had to pile the blankets on to stay warm. No TV. Nothing to do but stare at the wife and try to irritate her. Guess we should've bought a woodstove, but won't admit it to *her!* God, I hate it when she's right. I can't believe I'm freezing to death in my own living room.

Dec. 20th

Electricity back on, but had another 14" of the damn stuff last night. More shovelling. Took all day. Goddamn snowplow came by twice. Tried to find a neighbour kid to shovel, but they say they're too busy playing hockey. I think they're lying. Called the only hardware store around to see about buying a snowblower and they're out. *Might* get another shipment in March. I think they're lying. Bob says I *have* to shovel or the City will have it done and bill me. I think he's lying.

Dec. 22nd

Bob was right about a white Christmas because 13 more inches of the white shit fell today, and it's so cold it probably won't melt 'til August. Took me 45 minutes to get all dressed up to go out to shovel and then I had to pee. By the time I got undressed, peed, and dressed again, I was too tired to shovel. Tried to hire Bob who has a plow on his truck for the rest of the winter, but he say's he's too busy. I think the asshole is lying.

Dec. 23rd

Only 2" of snow today. And it warmed up to 0°. The wife wanted me to decorate the front of the house this morning. What is she, nuts? I don't have time - I HAVE TO SHOVEL!!! Why didn't she tell me that a month ago? She says she did, but I think she's lying.

Dec.24th

6". Snow packed so hard by snowplow I broke the shovel. Thought I was having a heart attack. If I ever catch the son of a bitch who drives that snowplow I'll drag him through the snow by his balls. I know he hides around the corner and waits for me to finish shovelling and then he comes down the street at 100 miles an hour and throws snow all over where I've just been! Tonight the wife wanted me to sing Christmas carols with her and open our presents, but I was busy watching for the goddamn snowplow.

Dec. 25th

Merry Christmas. 20 more inches of the #&*#& slop tonight. Snowed in. The idea of more shovelling makes my blood boil! God, I hate snow! Then the snowplow driver came by asking for a donation and I hit him over the head with my shovel. The wife says I have a bad attitude. I think she's an idiot. If I have to watch *It's a Wonderful Life* one more time, I'm going to kill her.

Dec. 26th

Still snowed in. Why in hell did we ever move here? It was all *her* idea. She's really getting on my nerves.

Dec. 27th

Temperature dropped to -30° and the pipes froze.

Dec. 28th

Warmed up to above -5°. Still snowed in. *The bitch* is driving me crazy!!

Dec. 29th

10 more inches. Bob says I have to shovel the roof or it could cave in. That's the silliest thing I ever heard. How dumb does he think I am?

Dec. 29th

Roof caved in. The snowplow driver is suing me for a million dollars. The wife went home to her mother. 9" predicted.

Dec.30th

Set fire to what's left of the house. No more shovelling.

Jan. 8th

I feel so good. I just love those little white pills they keep giving me. Why am I tied to the bed?

1996 Ministick Postal

The St. Louis Thermaleers have taken over administrating the yearly winter ministick postal originally established by Mike Colling In England. Contest flights must be made between Jan 1 and Mar 31, 1996. Any number of flights can be made at any number of sites. Flyers may not time their own flights. Best single flight time wins, after the time has been corrected for different ceiling heights by a fudge factor. Prizes will be awarded. Entry is free. SASE is needed if results are desired. All results forms must be returned by April 10, 1996 to Larry Coslick, 4202 Valley Crest Hills Dr., St. Louis, MO. 63128.

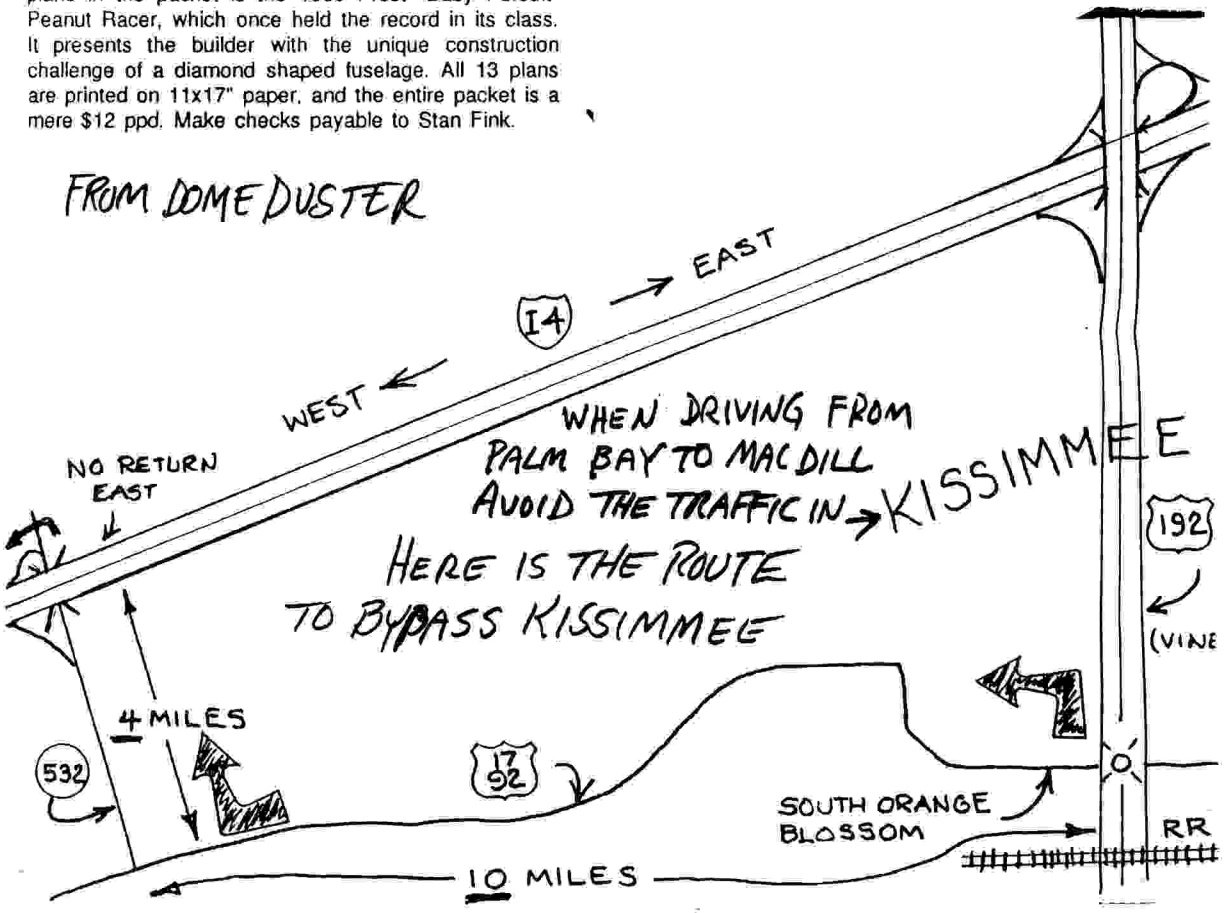
Plan Packet 6 Is Here!

Our latest plan packet features 13 plans for Peanut, Pistachio, Walnut, No-Cal, Catapult Glider, Ministick, Novice Pennyplane, and O.T. ROG. The most unusual plane in the packet is the 1930 Prest "Baby Pursuit" Peanut Racer, which once held the record in its class. It presents the builder with the unique construction challenge of a diamond shaped fuselage. All 13 plans are printed on 11x17" paper, and the entire packet is a mere $12 ppd. Make checks payable to Stan Fink.

Scale Postal Meet

When you read this the Postal Meets will be on for this Winter's flying.

The contest starts now and continues until April 28, 1996. We will have the usual Four Wings, Indoor Peanut, Outdoor Peanut, Indoor No-Cal and Outdoor No-Cal. Enter as many models as you wish in each event. Every time you better a time with a particular model send it in. Include your name, name of the model, the event it flew in and the time in seconds it flew. Send all entries to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



SEND IN YOUR BUZZARD TIMES

FEB 3,4 MIAMA #4 MACDILL

Last, but certainly not least while we're talking kits, are the new offerings from Model Aircraft Labs in Texas. These are indoor peanut scale types and you won't find better scale. The two new offerings are both WW I types, the Fokker D-VIII and the Martinsyde *Buzzard*.

The kits are the usual ten dollar price that this company sells for. But, here's some real good news. Ed Seay, of M.A.L., is featuring a postal contest which will run until March 23, 1996. During this period, if you buy the *Buzzard* (the contest feature), you can choose any other peanut scale kit in the line for only an additional $5.00. How about that, two kits for fifteen bucks! There will also be merchandise prizes for winners in the contest.

These kits, beside being very well designed, contain some of the finest indoor wood available. Hardware parts and super fine tissue are also included and the tissue is in proper colors. Another feature of these kits is that they contain two props, the usual plastic prop, plus materials for a lightweight balsa contest prop, *and*, balsa for the blades is pre-curved. Of course, two bearings and two shafts are also included.

Now, if you want to get on board for this deal, send your fifteen bucks (kits are sent postpaid) to Model Aircraft Labs, 108 So. Lee St., Irving, TX 75060.

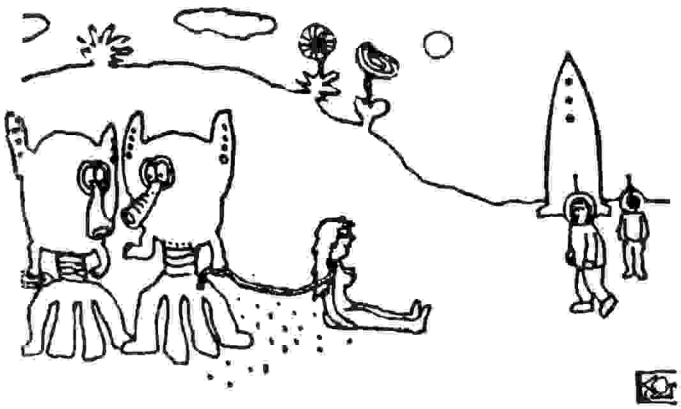
FROM FLYING MODEL'S EARL VAN GORDER

FAI Model Supply changes hands

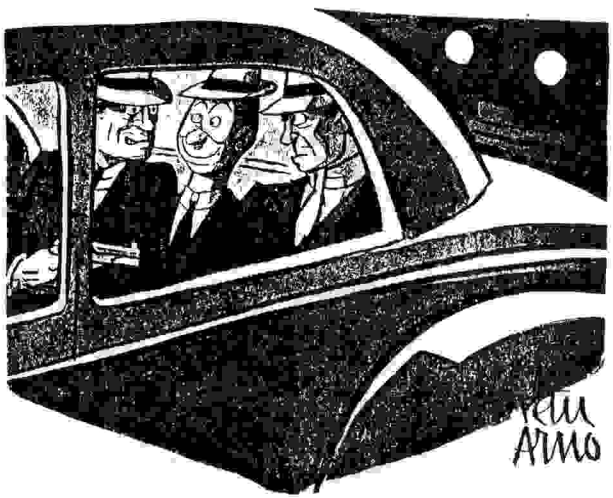
After a *mere* 29 years of providing high-quality, one-of-a-kind items and contest-proven kits to the F/F community, Ed Dolby is calling it quits. (Obviously, "the kid's no trooper," as W.C. Fields put it.) Effective in mid-January of '96, ownership of one of my favorite suppliers will be transferred into the capable hands (no pun intended) of John Clapp, whose address is PO Box 366, Sayre, PA 18840; phone/fax 717-882-9873. John's intent is to provide the same great products as in the past, plus expand the FAI catalog offerings. He will be carrying Polyspan and aniline dyes as well as everyone's staple, FAI Tan II rubber.

I would suspect that there may be a small time-lag for orders placed during the transitional period, but both Ed and John have vowed to do their best to continue the excellent service that has been the hallmark of FAI Model Supply. We wish Ed all the best in whatever direction he chooses to go and thank him for three decades of outstanding service to modelers. Don't be a stranger to your F/F family, Ed!

FROM FLYING MODEL'S LARRY KRUSE



"These men from that other planet are strange. They're only interested in our goat."



"O'Hallihan, you know too much!"

WHAT'S ON IN FREE FLIGHT

Jan. 13,14 PISTACHIO INTER-GNATS DADE COUNTY YOUTH FAIR..CALL HOT LINE BEFORE
JAN. 20, Miami/Dade South College 8 to 4 First local meet in a long time. *
Jan. 28 Outdoor FAC event (Like Dec. 17) 9:30 Mass launch, WW II,and Modern
● FEB. 3,4: TAMPA..MIAMA INDOOR MEET #4 MacDill AFB FAC Mass Launch..WW II
FEB 17 MIAMI/DADE SOUTH COLLEGE 8 TO 4 TRIM SESSION
FEB. 25 Outdoor FAC Tamiami Park 9[30 Mass Launch WW II,Peanut Biplanes
● MARCH 23,24..Tampa..MIAMA INDOOR #5. FAC M/L WW I. Also Ed Seay Buzzard Mass launch31..
MARCH 31,,FAC outdoor at Tamiami Park
● APRIL 20/21 TAMPA.. MIAMA Meet #6 MacDill AFB... FAC Mass Launch Low Wing.
APRIL 28 FAC Outdoor at Tamiami park.
● MAY 18,19..MIAMA INDOOR MEET #7.. MacDill AFB. FAC MASS LAUNCH Biplanes
MAY 29 to June 2 THE BIGGIE... USIC? AMA indoor Nats..Johnson City

* WE HAVE ASKED FOR 4 MORE DATES AT M/D SOUTH COLLEGE...
ALWAYS CALL INDOOR HOT LINE BEFORE MIAMA MEETS 305-[illegible]6963

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